

INTIMATION.

NOW READY.

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.
1896.

WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.THIRTY-FOURTH ANNUAL ISSUE,
AND WILL BE FOUND, AS USUAL, TO SHOW AN ADVANCE
IN THE TRADE BOTH IN FULNESS AND ACCURACY.THE DIRECTORY COVERS THE WHOLE OF THE
PORTS AND CITIES OF THE FAR EAST, FROM PEKING TO
Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

FORT after removal should be rested a month before use. When required for drinking at once it should be allowed to decant at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After-Dinner Wines of every superior Vintage. All are true Xeres Wines.

CLARET—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 8th January, 1896.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR, or to THE HONGKONG CHRISTIAN ENDEAVOUR SOCIETY. Correspondents are requested to send their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications than have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Supplied for Cash. Telegraphic address Press. P.O. Box 20. Telephone No. 13.

DEATH.

At No. 4, Knutsford Terrace, Kowloon, on the 15th February, ANNIE BEATRICE WINNIBER HASLEWOOD, wife of HUGH SEPTIMUS COOKE, aged 47.

The Daily Press.

HONGKONG, FEBRUARY 17TH, 1896.

The news we published on Saturday as to recent disturbances in Korea is of serious import. The King has taken refuge at the Russian Legation, a Russian force has been landed for the protection of the Legation, and a similar step is being taken by other foreign Powers for the protection of their respective Consulates. The situation is evidently regarded as grave and we may be prepared for exciting news. The King's going to the Russian Legation has the appearance of a first step towards the establishment of a Russian protectorate and the overthrow of the Japanese ascendancy in the country. Hitherto Japan has assumed the duty of protecting the person of the King when disturbance threatened, and in October last the late Japanese representative, Viscount Mutsu, under pretext of discharging that function, arranged the murder of the Queen. That shameful crime is now apparently bearing fruit and has no doubt helped to bring events to the crisis towards which they have been tending since the conclusion of the war between China and Japan. It has been made only too clear that Korea is incompetent to manage her own affairs, but must be placed, either temporarily or permanently, under the control of some Power strong enough to suppress the anarchy which prevails and bring the administration into a state of order. Russia objects to Japan's undertaking that duty, and though Japan objects as strongly to Russia undertaking it she will probably in the long run be compelled to submit. It is an open secret that at the time Japan entered on the war with China she had in contemplation the probability that that struggle would be succeeded by one with Russia and she looked forward to it with a light heart. She calculated that with her numerous ports and facilities for provisioning and repairing her ships her fleet would be able to cope with the Russian squadron, which would only have Vladivostok to fall back upon. What was not foreseen, however, was the support Russia has received from Germany and France, which compelled Japan to relinquish the Liaotung Peninsula and which will equally compel her to hold her hand in Korea if the triple alliance continues. But it will be a very bitter experience for Japan to see Korea absorbed by Russia, if such is to be the case, and popular excitement, it is to be feared, may run so high as to endanger the preservation of peace.

REUTERS TELEGRAMS.
[SUPPLIED TO THE DAILY PRESS.]
LONDON, 13th February.
GERMANY.—In a debate in the Reichstag, Friderich von Marschall-Bitterbohm declared that President Kruger had never asked for German intervention. He praised the correct attitude taken by Mr. Chamberlain and said the relations between Germany and the British had remained friendly throughout, and that the reported German designs against the autonomy of the Transvaal were baseless.

GERMANIA AND THE TRANSVAAL.

President Kruger, in reply to Mr. Chamberlain, says that he deplores the premature publication of despatches and feels compelled to state that he cannot suffer any interference with the internal affairs of the Republic. He adds that the efforts of the Transvaal to secure its safety have been endangered by the mind of the public having been again excited.

LONDON, 14th February.
DEBATE ON THE TRANSVAAL INCIDENT.

In the Debate on the Transvaal incident Mr. Chamberlain said that he believed Mr. Rhodes, Sir Hercules Robinson, the reform Committee, and President Kruger were all equally ignorant of Dr. Jameson's intentions. He did not desire to insist on the autonomy of the Rand, and hoped if President Kruger insisted the proposal to submit others that would prove acceptable.

THE "EDGAR" RELIEF FUND CONCERT.

On Saturday night Signorina Belinfante, assisted by local amateurs, gave a half-hour concert in St. Andrew's Hall in aid of the Edgar Relief Fund. Among those present were Vice-Admiral Buller and Mrs. Buller, but unfortunately there was only a sparse attendance, the room being not half full. It is difficult to say what was the result of the poor support. The concert given in aid of such a worthy cause as the Edgar Fund, I thought that apart from the quality of the programme, the public would have warmly responded to the appeal for such a benevolent object, but as an exceptionally strong programme had been put together, we can only charitably assume that it was the weather that kept the people away. On the other hand, there might be something in the fact that the concert was given in aid of a cause which spoke little about the meanness of the audience. "The fact is," he said, "you never know when you've got Hongkong." Signorina Belinfante was heard to much advantage, and there can be no doubt that her voice in better suited to St. Andrew's Hall than to the theatre, although in both places much needs to be done before a singer's power can be properly demonstrated. Signorina Belinfante, who is a young girl of great promise, sang a solo, "Sally in our Alley," with much feeling and artistic merit, and if time had permitted, she would have been obliged to respond to the enthusiastic demands for more. She was accompanied on the piano by Dr. Meadows, who is always ready to give his valuable services for good cause. The doctor also sang three songs and it is difficult to say that he did not do well. Signorina Belinfante's singing was heard to much advantage, and I hope she will be successful in her career.

Mr. E. Denborg's solo was excellently timed, and that his position is now strong and so secure, I feel sure that it need not fear the result of any competition, and that it may be trusted in the future to uphold the premier position it has so well maintained in the past. With these remarks, Mr. Chairman has great pleasure in concluding the adoption of the report of the fund.

CHILI AND THE ARGENTINE REPUBLIC.

LONDON, 14th January.
The following telegrams are from Australian papers received by the E. & A. steamer Guthrie:

THE TRIPLE ALLIANCE. LONDON, 14th January.
The Vizcaya newspaper expresses the opinion that the impulsive policy of the Emperor William is regard to the Transvaal has weakened the Triple Alliance.

MR. BARNEY BARNATO ON THE DEPRECIATION OF PROPERTY IN SOUTH AFRICA. LONDON, 14th January.
Mr. Barney Barnato, in addressing a meeting of the shareholders of the Barnato Bank to-day, said that the depreciation in the value of property in South Africa had reached £100,000,000. The gold months amounted to £100,000,000, and the gold reserves to £100,000,000 for the year, and divided nearly £1,000,000 among the shareholders.

THE NEW FLYING SQUADRON EQUIPPED FOR SIX MONTHS' SERVICE. LONDON, 14th January.
The new flying squadron, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provisioned for six months' service.

THE DANISH SKY-PLANE. LONDON, 14th January.
The new flying machine, which the Admiralty has decided to form, consisting of two first-class line of battle ships and four cruisers, is being provision

Robinson states that 60 of the persons have been arrested on charges of treason. It is alleged, he adds, that the authorities of the Republic were evidence of a widespread conspiracy to seize the Transvaal on behalf of the British South Africa Company.

London, 17th January.

It was recently announced that the men of the Chartered Company's force under Dr. Jameson who were captured by the Boers at the battle of Krugersdorp, and who were recently released from prison at Pretoria, were to be sent to Natal, and would be deported to England, where they would be formally placed in jail. It now appears that the men will not be tried, but will be set free on arriving in England.

London, 17th January.

Owing to the recent arrest and imprisonment of a number of influential residents of Johannesburg on a charge of treason, a complete stoppage has taken place of all transactions in properties which these persons held in trust. London holds of South African securities are consequently much alarmed.

London, 18th January.

The Cologne *Gazette*, a leading German newspaper, contains an article savagely attacking the proposal to enforce the independence of the Transvaal at a time when British interests were impeded.

London, 19th January.

President Kruger stated that he was aware both-hands of the position of Dr. Jameson to make his late raid into the territory of the South African Republic.

London, 19th January.

The members of Dr. Jameson's force who were taken prisoners by the Boers at Krugersdorp have undertaken to proceed to England and not to make any attempt to escape.

London, 19th January.

The General of the Boer Army has urged the troops to do all in their power to annihilate the Uitlanders.

London, 20th January.

The documents which the officials of the Orange Free State are said to possess in regard to the alleged plot against the Transvaal purport to give details of the rallying points of the invading force. These details are in a secret cipher said to have been prepared by Dr. Jameson.

It is further alleged that the plot included a native rising.

London, 22nd January.

Dr. Jameson and his fellow prisoners have tendered their thanks to President Kruger for his clemency.

London, 23rd January.

The *Vossische Zeitung* declares that Mr. Chamberlain's speech at Lord Beaconsfield's banquet confirms the belief that Great Britain was aware of Dr. Jameson's plot.

London, 23rd February.

A Royal Commission has sailed from England for South Africa, with instructions to institute a searching investigation into the whole of the circumstances leading up to the recent unfortunate collision in the Transvaal.

SHIPPING REPORTS.

The British steamer *Singapore*, from Wuhu 12th Feb., had strong N.E. gale.

The German steamer *Picciola*, from Seagon 9th Feb., had strong monsoon from lat. 17° N. to port.

The British steamer *King Sing*, from Singapore 9th Feb., had strong head winds all day, high sea in China Sea.

The British steamer *Euryg*, from Wuhu 12th Feb., had strong northerly wind with high sea, cloudy, overcast, and rainy weather.

The British steamer *Wandong*, from Wuhu 12th Feb., had fine weather, strong N.E. wind, and high following sea with rain to port.

The British steamer *Keelein*, from Wuhu 12th Feb., and Chinkiang 11th Feb., had first part fresh N.E. gale with high sea, shipping quantities of water at times; wind gradually decreasing from Lampanko to port.

The British steamer *Fochow*, from Wuhu 12th Feb., had moderate to strong northerly wind and moderate sea to Tae Island; from Tae Island to Breaker Point had N.E. gale and very heavy seas; thence to port moderate wind and fine weather.

The British steamer *Triguid*, from Yokohama 30th Jan., Koh 9th Feb., had strong N.W. gale with strong westerly gales from Yokohama to Tae Island; from Tae Island to Breaker Point had N.E. gale and very heavy seas; thence to port moderate wind and fine weather.

The British steamer *Sieben*, from Ang Hin 7th Feb., had light variable winds and fine weather to Fuk Chi, thence to Cape Padarano; moderate to strong N.E. gale with high sea, wind and high head swell; thence to port moderate to strong N.E. gale and high confused sea with dull, overcast, rainy weather.

HONGKONG TIDE-TABLE.

17th to 23rd February.

STATION.	MORNING HIGH WATER.	LOW WATER.	WIND.	DIRECTION.	WEATHER.	TIME.	
						ft.	in.
Whampoa	30.19	4	-	N	moderate	1	0
Tolo	30.12	-	-	S	moderate	1	0
Nagasaki	-	-	-	E	moderate	1	0
Shanghai	30.63	35	65	WWN	3	c	c
Sharp Peak	30.42	64	64	ENE	moderate	1	0
Amoy	30.27	61	62	NE	moderate	1	0
Canton	30.32	46	109	NNE	moderate	1	0
Hongkong	30.28	52	88	N	moderate	1	0
Victoria Peak	-	-	-	N	moderate	1	0
Gap Rock	30.22	49	80	N	moderate	1	0
Marsco	30.24	49	80	N	moderate	1	0
Pathein	30.12	-	-	S	moderate	1	0
Haihung	30.20	65	73	N	moderate	1	0
Bolinao	30.09	61	74	N	moderate	1	0
Manil	29.95	64	58	N	moderate	1	0
Cape S. James	-	-	-	N	moderate	1	0
15TH FEBRUARY, AT 10 A.M.							
Whampoa	30.25	9	73	N	moderate	1	0
Tolo	-	-	-	S	moderate	1	0
Nagasaki	-	-	-	E	moderate	1	0
Shanghai	30.63	35	65	WWN	3	c	c
Sharp Peak	30.42	64	64	ENE	moderate	1	0
Amoy	30.27	61	62	NE	moderate	1	0
Canton	30.32	46	109	NNE	moderate	1	0
Hongkong	30.28	52	88	N	moderate	1	0
Victoria Peak	-	-	-	N	moderate	1	0
Gap Rock	30.22	49	80	N	moderate	1	0
Marsco	30.24	49	80	N	moderate	1	0
Pathein	30.12	-	-	S	moderate	1	0
Haihung	30.20	65	73	N	moderate	1	0
Bolinao	30.09	61	74	N	moderate	1	0
Manil	29.95	64	58	N	moderate	1	0
Cape S. James	-	-	-	N	moderate	1	0

The height of mean sea-level has been determined, from the tide-gauge at the Kowloon Tide Observatory, and the tide-gauge at the Kowloon Tide Observatory; and the Lower-water Ordinary Spring-tides, to determine the height of the mean sea-level.

The heights in the Tables marked with a minus sign (-) are derived from the ordinary spring-tides, and should be subtracted from the indicated height.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 14TH FEBRUARY, AT 4 P.M.

STATION.	Barometer	Wind	Clouds	Humidity	Temperature	
					Wind	Clouds
Whampoa	30.19	4	-	-	55	b
Tolo	30.12	-	-	-	55	b
Nagasaki	-	-	-	-	55	b
Shanghai	30.63	35	65	WWN	3	c
Sharp Peak	30.42	64	64	ENE	moderate	1
Amoy	30.27	61	62	NE	moderate	1
Canton	30.32	46	109	NNE	moderate	1
Hongkong	30.28	52	88	N	moderate	1
Victoria Peak	-	-	-	N	moderate	1
Gap Rock	30.22	49	80	N	moderate	1
Marsco	30.24	49	80	N	moderate	1
Pathein	30.12	-	-	S	moderate	1
Haihung	30.20	65	73	N	moderate	1
Bolinao	30.09	61	74	N	moderate	1
Manil	29.95	64	58	N	moderate	1
Cape S. James	-	-	-	N	moderate	1

On the 15th at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 16th at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 17th at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 18th at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 19th at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 20th at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 21st at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 22nd at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

On the 23rd at 11 A.M. a frosty morning was experienced—temperatures steady in N.E. parts of China Sea.

COMMERCIAL INTELLIGENCE.

SATURDAY, 16TH FEBRUARY.

CLOSING QUOTATIONS.

ON LONDON.—

Telegraphic Transfer 21/4

Bank Bills, on demand 21/4

Bank Bills, at 3 months' sight 21/2

Credits, at 4 months' sight 21/2

Contingent Bills, at 3 months' sight 21/2

Bank Bills, at 6 months' sight 21/2

Bank Bills, at 9 months' sight 21/2

Bank Bills, at 12 months' sight 21/2

Bank Bills, at 18 months' sight 21/2

Bank Bills, at 24 months' sight 21/2

Bank Bills, at 3 years' sight 21/2

Bank Bills, at 4 years' sight 21/2

Bank Bills, at 5 years' sight 21/2

Bank Bills, at 6 years' sight 21/2

Bank Bills, at 7 years' sight 21/2

Bank Bills, at 8 years' sight 21/2

Bank Bills, at 9 years' sight

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

NOTICE TO CONSIGNEES

"SANTO DOMINGO"

FROM PORT OF CALL, LONDON, AND STRAITS

Consignees of Goods by the above-named vessel are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored one day by mark and numbered, so as to be identified as soon as the Goods are landed.

This vessel leaves on cargo:

From London, S.S., *Bellerophon*.From Calcutta, ex. *Spartan* and *Bengal*.From Persia, *Gulf*, ex. *Nirvana*, *Kepura*, and *Kayaba*.

Optional goods will be landed here unless instructions are given to the contrary before 12 M. on the 17th instant.

All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No fine insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned on or before the 18th instant, after which no claim will be received.

ALF. WOOLLEY,

Acting Superintendent

Hongkong, 10th February, 1896.

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

Consignees of Goods by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored one day by mark and numbered, so as to be identified as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 12 M. on the 17th instant.

All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No fine insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned on or before the 18th instant, after which no claim will be received.

ALF. WOOLLEY,

Acting Superintendent

Hongkong, 10th February, 1896.

FROM HAMBURG, PENANG, AND SINGAPORE

THE Steamship

"SENZA"

Captain J. Voss, having arrived from the above ports, Consignees of cargo are hereby requested to send in their orders of delivery to counteragents by the undersigned, to effect prompt and safe delivery of their goods from Godowns.

Optional cargo will be forwarded unless notice to the contrary be given before noon.

To-day, 17th February, 1896.

THE DUTCH AND STRAITS

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored one day by mark and numbered, so as to be identified as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 12 M. on the 17th instant.

All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No fine insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned on or before the 18th instant, after which no claim will be received.

ALF. WOOLLEY,

Acting Superintendent

Hongkong, 10th February, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED

THE Steamship

"YUN-SAN"

Captain W. Waddington, will be despatched as above to-day, the 17th inst., at 3 P.M.

This steamer has superior accommodation for first class passengers.

For freight or passage, apply to

JARDINE, MATHERSON & CO.,

General Agents

Hongkong, 14th February, 1896.

FOR MANILA (DIRECT)

THE Company's Steamship

"TSAI-YUN-SAN"

Captain W. Waddington, will be despatched as above to-day, the 17th inst., at 3 P.M.

This steamer has superior accommodation for first class passengers.

For freight or passage, apply to

HOLLIDAY, WISE & CO.,

Agents

Hongkong, 14th February, 1896.

FOR SINGAPORE, PENANG, AND CALCUTTA

THE Steamship

"CAFFERINE ARGAR"

Captain J. G. Offord, will be despatched for the above ports to-morrow, the 18th inst., at 3 P.M.

For freight or passage, apply to

DAVID SASSOON, SONS & CO.,

Agents

Hongkong, 14th February, 1896.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG, AND SINGAPORE

THE Steamship

"CAFFERINE APCAR"

Carrying cargo from various ports. Consignees of cargo are hereby informed that their goods will be forwarded to SINGAPORE.

Cargo for the discharge or remaining cargo after the 1st instant will be landed at Charlestown, and exposed to the godowns of the Western Warehouses and Storage Co., Liverpool, VICTORIA.

Cargo for the discharge of remaining cargo after the 1st instant will be landed at the godowns of the Western Warehouses and Storage Co., Liverpool, VICTORIA.

Optional cargo will be forwarded to SINGAPORE.

No fine insurance will be effected.

Bills of lading will be countersigned by

DAVID SASSOON, SONS & CO.,

Agents

Hongkong, 14th February, 1896.

NOTICE TO CONSIGNEES

FROM TRIESTE, VENICE, PORT SAID, SUIDI, TIRTAJAH, SEMAR, MASSAWAH, MOGEDDA, ADEB, BOMBAY, COLOMBO, PENANG, AND SINGAPORE

THE Steamship

"HANKOW."

Captain W. S. Orr, sailing on NOON, on TUESDAY, the 19th March, will proceed to

SINGAPORE, KOREA, YOKOHAMA, VICTORIA, and other points in Japan.

The arrival of this vessel is to be obtained at the French Court Points, via the Canadian and United States Points.

This vessel will be at SINGAPORE.

From Calcutta ex. *Ajanta*, transhipped to Trieste.From Venice or ex. *Messina*, transhipped to Trieste.In transit ex. *Venice*, transhipped to Port Said.

Optional cargo will go on to Shanghai unless notice to the contrary be given before NOON to-morrow.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned before NOON of the 19th instant, or they will not be recognized.

No fine insurance will be effected and any claim arising in the Godowns after the 19th instant will be compensated by

SANDER & CO.,

Agents

Hongkong, 12th February, 1896.

NOTICE TO CONSIGNEES

FROM THE HONGKONG DAILY PRESS, MONDAY, FEBRUARY 17TH, 1896.

NOTICE TO CONSIGNEES

"SAINTE MARIE OF SINGAPORE"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM PORT OF CALL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS

THE P. & O. S. N. Co.'s Steamship

"SANTO DOMINGO"

FROM ASTWELL, LONDON, AND STRAITS